

AMERICA AND THE BOER SETTLEMENT.

There is considerable conflict of view in America on the rights and wrongs of the war and also with regard to the settlement that should be effected after it. The following article by a leading writer seems to represent the general trend of feeling in the United States.

I find it somewhat difficult (he says) to state exactly my point of view relative to the war now being carried on between the Boers and the British in South Africa beyond deprecating the fact that it was ever permitted to be brought to an actuality.

I am free to confess that I do not agree with those who urge that Americans should sympathize with the Boers on the ground that they boast a republican form of government. The Boer government is so far removed from anything like our own that it is absurd to speak of it as a sister republic. It is an oligarchy pure and simple. Americans would not tolerate for a moment its methods as a mode of government for themselves. Neither would they with any degree of complacency witness large numbers of their own citizens within the sphere of its domain paying the largest share of governmental taxes, without aiding them in securing the largest measure of representation, and the greatest extension of rights that should be expected, however, to have them gain these things through the ways of diplomacy and not through the arts of war, as I believe the British government should have gained them. But the government of Great Britain having blundered in its diplomacy, and the war being on, with no apparent way of bringing it to a conclusion at present but by continuous battle, it certainly is better for all concerned that England's soldiery should win. I do not sympathize with the war as such, but I am a firm believer in the justice of the demand made for an enlargement of the rights of the English resident taxpayer in the Boer country.

An analysis of much of the anti-British sentiment which for years found voice in this country will show that it has originated in that kind of party politics which in every campaign finds one or more issues designed to reach to that class of voters who, because of some race prejudice, it is supposed can be affected thereby. During the period of the Land League and the sway of Parnell both party organizations found it profitable from a party point of view to assail England in order to either lose or gain an Irish constituency. We are again entering upon another of such a kind, might I say, disreputable politics. I do not mean by this that all the Boer sympathizers are swayed by the American political side of the question, for such is not the case; but unquestionably much of the activity found in their ranks here is fostered by the political element, which underlines to turn everything to party political account. In the present instance political British antipathy, finding expression in a wish for Boer success and rendering Boer aid, has in mind both the Irish voter and an appeal to the German one, the latter to be reached through a race affinity between the Dutch and the German.

It is worthy of note that even the national administration has somewhat fallen away in its fervor for the British within the last months, and there is just a little hesitancy about "clapping the hands across the sea" with that mark of cordiality and good-will which characterized its earlier acts both during and immediately after the Spanish-American war. During that difficulty we all appreciated the broad statesmanship of the Englishmen of public affairs and the generous position of all our English brother in recognizing the aims which we then cherished of spreading abroad the political and civilizing influence of the English-speaking race. Our political leaders talked about going to war with Germany because the Emperor dared to question some of our acts, and the people were appealed to boycott the Paris exposition because France entertained feelings of kindly interest in a sister Latin nation. I imagine many of these political "jingoisms" would have tried, and might, judging from what they accomplished in the Spanish-Cuban affairs, have succeeded in rushing us into other wars, if in Germany and France public meetings in the interest of Spain had been held, funds subscribed and recruits sent forward as an aid to Spanish successes.

That we are now doing in this country something we would have denounced as unfriendly eighteen months ago in a foreign nation is not creditable either to our consistency or a proper regard for those relations we ought to bear toward all nations. There is quite enough in our domestic politics to settle upon questions of a wholly domestic character, without dragging into them as an element of decision the strife and turmoil of other nations.

There can be no objection to a full and fair discussion here on the part of individual citizens of any matter of world-wide effect, but the bounds of international propriety and courtesy are overstepped when public meetings are held in this country and aid rendered to one or the other contestant in a foreign imbroglio. This, it seems to me, is a legitimate point of criticism to be made against those who here stand out as the active Boer sympathizers.

Viewing the question now in the broader light of a world-wide influence resulting from the final outcome of this struggle, there can be but one possible conclusion, and that is that greater good will flow to the nations at large through ultimate British success than can possibly result from their defeat. No one approves of all that has been done by the English nation by means of its vast might and power, but despite much greed, harshness, cruelty, if you please, and not a little high-handed procedure, she has beyond any other people advanced civilization, and to England more than any other country does the world of business owes its splendid progress and widespread influence.

THE BELGIAN QUEEN'S REPUBLICAN PARROT.

The Queen of the Belgians was rather unfortunate in the choice of a present for one of her young friends, the little daughter of one of the principal personages of the court. She ordered that the finest parrot to be found in Brussels be bought and sent to the child with the royal good wishes. This was done. A few days afterward the queen honored her young friend with a visit; but though she was heartily thanked for her present, the latter was nowhere to be seen, or even heard. This happened on a second visit, and finally the queen was about to ask the parrot had died, when its voice shrill and sharp, was heard, and the next morning, where by a miracle it had been left during the queen's absence. "Down with the pasteurized king!" shouted the bird. "Long live the republic!" A servant made a dash for the parrot, but the queen interposed and saved its life. She asked that it be sent to the court, where she would see that it was taught better manners and more seemly political principles. This was forthwith done, but the queen was unsuccessful. It was never learned where the parrot had picked up its democratic prejudices, but it steadily refused to give them up and could not be taught new opinions.

SEE "HIS EXCELLENCY THE GOVERNOR" played by the Dallas Company on MONDAY NIGHT. The Daily Telegraph says: "The smartest piece of writing of late years—Excruciatingly funny!"

THE ANTI-SMOKING LAW IN JAPAN.

The following is a translation of the regulations recently passed by the Diet, prohibiting minors from smoking.

LAW NO. 33. REGULATIONS PROHIBITING SMOKING BY MINORS.

Art. I.—Minors are not allowed to smoke tobacco.

Art. II.—Should any person infringe the provisions of the preceding article, the tobacco smoking implements in his possession for the purpose of smoking, shall be confiscated by the executive authorities.

Art. III.—A person who exercises parental rights over a minor, shall, in the event of his neglecting, when aware of the offence, to prevent the said minor from smoking, be ordered to pay a fine not exceeding yen 1. Any person in charge of a minor, in place of the person exercising parental rights, shall also be punished in accordance with the preceding clause.

Art. IV.—Any person who sells tobacco or smoking implements to a minor, knowing that such tobacco and smoking implements are for the minor's own use, shall be ordered to pay a fine not exceeding yen 10.

These regulations will be put into operation on and after the 1st April, 1900.

THE INVASION OF INDIA: A LESSON FROM SOUTH AFRICA.

Amongst all the discouragements furnished by our experiences in the Transvaal one consolation, says the *Albion*, is forthcoming, that the Boers are particularly India. The revelation of the enormous advantage which has come to rest with the defence where the ground is favorable, will no doubt knit the brows of many an officer in a certain war bureau that need not be, more particularly named. When we have seen how a position like Magersfontein becomes impregnable after a few days' rough work with the spade, carried out in the presence of the enemy, one can realize what should be the strength of a position like Belah outside Quetta whose lines have been planned and constructed at leisure by the most skillful engineers and artillerymen. The conditions in Baluchistan are not unlike those in South Africa, there is the same clear atmosphere, the same absence of trees and vegetation that enables the artillery to work up to its full range, and will therefore bring out the superiority of the heavy guns of the defence. There is the same open plain between one ridge and another, over which the attacking troops must advance, pitilessly exposing themselves whilst nothing but an occasional flash marks the position of the invisible defenders who are moving them down. Everyone has recognized from the first that it would be impossible for our troops to force Van Bantam, as long as the Boers chose to occupy it. Ought it to be easier to force the Khaibar? With troops, well armed and moderately efficient in the use of their weapons, and with good communications, laid down beforehand, so as to allow the speedy reinforcement of any threatened point, the positions which are the gates of India on the north-west should be absolutely secure against any force that can ever be transported across Afghanistan or the Central Asian highlands. This seems to be the clear teaching of the warfare in South Africa, and no doubt as time goes on it will largely modify the views hitherto held on the feasibility of an invasion of India.

JAPANESE COAL.

The most important Japanese coal mines, says *Le Monde Economique*, are those of the island of Kyushu, and they furnish 82 per cent of the total yield of Japan. The principal mine is that of Miike, which has been worked since the year 1868, and which, formerly Government property, is now owned by a wealthy company. It produces 1,000,000 tons a year, and its miners are recruited from a neighbouring reformatory. The production of coal in Japan, which was estimated at 2,000,000 tons in 1888 reached 6,000,000 tons in 1897. Prices have increased, during the same period, 130 per cent. In 1895, there were 157 mines and 54,000 miners; the exportation of coal was 927,000 tons in 1882, 974,000 tons in 1888, and 3,500,000 tons in 1897. The amount of coal consumed in the manufactures of the country has increased tenfold since 1888; in that year it was 146,000 tons whereas in 1898, 1,553,000 tons were used in home industries.

SIR CHARLES DILKE ON THE GOVERNMENT.

Sir Charles Dilke's speech in dispassionate criticism of our military preparations and administration did not improve the position of the Government in the eyes of the House of Commons. He showed how the questions of information and misinformation took a personal bearing in the case of Sir William Buller, who has been attacked as a traitor. He then blamed the Government for leaving the defence of Natal without large guns and without engineers to make trenches, and for the way in which the military tunnels and bridges had been left intact to serve the convenience of the Boers. What had been regarded as a new departure, the taking into the field of guns of position, had been for some time an established fact in the German army. Instead of sufficient artillery in South Africa for three Army Corps, we had not half that amount, and could not have for the simple reason that we had not got it in the world.

The objective Mr. Wyndham explained, in behalf of the War Office aimed at since 1888, besides the garrisoning of India and the Colonies, had been to be able to embody a force of two Army Corps, a cavalry division, and troops for the line of communication for a foreign expedition. That meant 58 battalions of infantry, 10 regiments of cavalry, and 42 batteries of artillery; instead of that 60, 9, and 46 of each arm respectively had been sent to South Africa. The Government had started with a garrison of 25,000 men, which had been erroneously thought to be sufficient for the defence of Natal. As to guns, they would soon have 452, including 74 heavy guns of position, 36 howitzers, and 54 of horse artillery, and 131 of field artillery. In all we had accepted from the colonies 2,375 unmounted and 4,698 mounted men. He would give the House the proportion of unmounted and mounted on four important dates; of the whole force in South Africa. In the original garrison there were 7,600 unmounted and 2,000 mounted or nearly one in four mounted. On the 9th of October, the day of the ultimatum, there were 12,600 unmounted and 3,400 mounted; on the first of January 23,600 unmounted and 19,000 mounted; while the total contemplated, and which would shortly be there, was 142,000 unmounted and 37,800 mounted men, so that the total number of armed troops in a fortnight or so, exclusive of the Eighth Division and the cavalry brigade, would be 180,600 men.

THE DALLAS COMPANY, produce the great success from the Criterion Theatre, London, HIS EXCELLENCY THE GOVERNOR, on MONDAY Next, Don't Miss It!

MURDER OF MAJOR KIDDLE AND MR. SUTHERLAND.

The official statement in reference to the atrocious murder of Major Kiddle and Mr. Sutherland, at Meng-Tun on the 9th February, by members of the Was tribe of the Las has been published. A copy of a report by Mr. G. Litton, is as follows:

Last night Mr. Sutherland proposed to go and have a look at the Shan town of Meng-Tun 7 miles south of this. I consented and told General Liu that I thought of going. No objection was raised and a N.C.O. with, I think, 10 soldiers was sent with us. We started at 11 a.m. Major Kiddle, who determined at the last moment to come with us and to walk, left 20 minutes before us. We caught him up about two miles from Meng-Tun, and went on together into the town. It is a narrow street about 200 yards long leading into a large market square. The soldiers preceded us by some distance and we saw no more of them, but the N.C.O. kept with us. Our presence in the market excited no commotion for ten minutes or so, when there was a roar of voices from the three or four hundred persons assembled and they all rushed to the far end of the market. Stones were thrown and arrows fired from cross-bows and swords drawn. We three were quite unarmed, with the exception of Major Kiddle's shot gun. We at once retreated to the street where, I think, Mr. Sutherland and Major Kiddle were both hit on the back with stones, and I had my shin grazed. Only some 50 people followed us outside the town, shouting and throwing stones. So far as I could see they were all Las. Unluckily, four ponies were ahead of us and were allowed to go loose by the grooms. They galloped off after one of the Burmans, who was mounted and fled as hard as his pony's legs could go. Major Kiddle, Mr. Sutherland and myself and the *Chai Kuan* were left alone. Mr. Sutherland was in bad health and faint from a blow to the stone, and could not move above a foot's pace. I caught up a heavy stone in the ribs, about a mile out of the town, and tried to hoist Mr. Sutherland on my back, but the animal shied and Mr. Sutherland slipped off on to the ground. While we were helping him to rise, the beast bolted. We then passed a bit of jungle and the Was had diminished to about 20. I do not think any of us imagined they had murderous intent or wanted to do more than drive us away. But, a few yards on, we came to an open piece of grass and some more Was came up and guns were fired. Major Kiddle was wounded in the back by a cross-bow and the Chinese N.C.O. was wounded in several places, and Mr. Sutherland received a heavy stone in the ribs, which completely disabled him. I should mention that when coming through the jungle, I had said to Major Kiddle, "If they throw any more stones we must fire." He replied that he would not fire in any case. I urged him strongly to do so, when he said, "If there is firing to be done you are the person to do it," and gave me his gun. While this was going on, we were both supporting Mr. Sutherland along as best we could, and the Chinese N.C.O. with great bravery walked beside us with a drawn sword keeping off the Was. It is due to him that Major Kiddle and Mr. Sutherland were not killed sooner. On arriving at the grass, Mr. Sutherland being completely unable to walk, I suddenly heard a man say "Ta! ta! kill!" and then some 15 others; they advanced on us with swords. I was about to fire on the leading man when I received a stone in my stomach, and another which hit me with great force on the jaw. I remember trying to keep my feet and staggering some yards, the earth and sky going round and round. I then fell, and lost my senses probably for 30 seconds or more. I remember thinking I was in camp. When I came to, I saw a number of Was backing at the heads of Major Kiddle and Mr. Sutherland, who were apparently dead already. I heard no cries. Mr. Sutherland was underneath, with Major Kiddle's body lying across his. I was about 25 yards from them, and the gun was on the ground near me, and the *Chai Kuan* was doing his best to keep the Was back. One tall Wa came out from the group towards me with a sword. I reached for the gun and shot him in the stomach. He reeled back, and I staggered to my feet. There was no more to be seen of him. I was about to attack me, as they were busy with the bodies of those they had already slain. I have a faint recollection of singering along the road with the N.C.O. and finally reaching the signalling camp, 13 miles from the town, but everything that happened between the time I was wounded and the time I reached the Sikhs, is very blurred and confused in my mind. However, I put it down, to the best of my ability.

[Major Saunders with the detachment returned to Meng-Tun from Meng-Tun at mid-day, bringing the bodies. Arrangements for burial on a knoll, with a pagoda on it, north of the village were made immediately, and the burial took place at four o'clock.]

SUSPECTED LOSS OF A B. I. STEAMER.

A FORTNIGHT OVERDUE.

The Colombo agents for the B. I. S. N. Co. have received a telegram from the agents in Calcutta, to the effect that the B. I. S. *Fazilka* left Durban on January 27th for Galle, intending to proceed between Madagascar and the African mainland, but had not, up till 23rd February, arrived at Galle, making her thirteen or fourteen days overdue. It is not thought that there are any passengers on board the *Fazilka*, or that there is any cargo; the vessel was to call at Galle for orders.

CONSTRUCTION OF RAILWAY IN BRITISH NORTH BORNEO.

An important announcement in connection with the development of British North Borneo has been made by the managing director of the Chartered Company in an interview with Reuters' agent. A contract, he informed him, has been concluded for the construction of a railway sixty miles in length, to connect the harbour of Gaya with Brunei Bay, where there is an ample coal supply as well as with the fifty miles of railway now in course of construction by the Company to open up communications with the interior. The recent visit to Gaya harbour, which includes both Gaya and Sapangar Bays, of Admiral Seymour in his flagship, and Captain Hardinge of H.M.S. *Rattler*, is regarded as significant in view of the strategic importance of Gaya Bay as a naval base and coaling station. It is the opinion of experts (said the managing director) the position of Gaya, its proximity to coalfields, which the railway will exploit, and the general facilities it affords, render it of far greater strategic importance than Wei-hai-wei, which is situated at the extreme end of the trade route to China and Japan. Gaya being in a position to command the most important portion of the China Sea, and at the same time afford shelter for our shipping in time of war. Its selection would be of a set-off against the establishment of a French naval base at Saigon, dominating all our trade routes in the China Sea.

THE CRITERION THEATRE, LONDON, is being crowded nightly by delighted audiences to witness HIS EXCELLENCY THE GOVERNOR! See the Dallas Company's Performance on MONDAY, 13th.

THE ARMY IN SOUTH AFRICA.

In the course of his speech on the Address Mr. Wyndham stated that, including the colonial levies, there would be in South Africa within the next fortnight or three weeks 180,000 men serving under the flag of the Queen. It is not easy to make out how these figures are made up. The *Daily Chronicle*, which weekly by week has reported on this question, is unable to see how the total force already landed or now at sea can total up to more than 150,000 men. The composition of the force and the dates of arrival are thus given.

Troops landed November 9th, 1899—February 6th 1900—

From England.	Men.	Horses.	Guns.
Embarked in October	28,793	3,680	74
" " November	29,175	3,546	100
" " December	19,447	2,570	1
" " January	19,032	1,345	27
Total	96,447	13,844	201

From India and Colonies.

Men.	Horses.	Guns.	
1st Colonial Contingent	2,400	825	50
16th Lancers	570	570	1
& J Battalion R.H.A.	400	400	12
Total	3,570	15,939	125

These figures are a long way from Lord Lansdowne's 180,000 men who were to be in South Africa at the end of three weeks—there are not 20,000 at sea at this moment. Including the troops on board the *Montezuma*, *Dictator*, *German*, *Montfort*, *American*, and *Canada*, the forces at sea between England and the Cape now number:—

Men.	Horses.	Guns.
13,387	21,569	394

To these should be added the force on the way from India (1,100 men, 950 horses, and 24 guns) and the troops of the second Colonial Contingent (2,812 men, 2,907 horses, eight machine guns, and 24 field guns) making a grand total of troops on the way from England and the Colonies of—

Men.	Horses.	Guns.
13,846	5,657	106

To these should be added the force on the way from India (1,100 men, 950 horses, and 24 guns) and the troops of the second Colonial Contingent (2,812 men, 2,907 horses, eight machine guns, and 24 field guns) making a grand total of troops on the way from England and the Colonies of—

There are possibly other units which we have been unable to trace. It should be noted that none of the troops of the 8th Infantry Division and 4th Cavalry Brigade have been included in any of the above figures. On Thursday afternoon Mr. Wyndham stated in answer to a question in the House that arrangements had been made to increase the forces in South Africa to 194,000 men, the difference between that and the total of 179,846 being made by additional battalions of Militia and Yeomanry.

A DURBAN SPY.

The *Temps* has received the following story from its Durban correspondent:—

The other day a ship loaded with troops entered the port. It passed in front of the high promontory where the lighthouse is perched, some 300 feet high, when an officer's attention was drawn to certain signals which were being made from the lighthouse. The matter was reported, and the semaphore signalled watched. It was found that he was signalling the arrival of each fresh batch of troops and the number of the men, guns, and horses disembarked to accompany posted on a mountain some distance away. It appears that this information reached the Boer staff on the Tugela in two or three days and this had been going on ever since the outbreak of the war. As there is not an English soldier nor a horse in General Buller's entire army which has not passed through Cape Durban, the Boers must have been pretty accurately informed. It is not surprising, for instance, that two days after the mysterious arrival of General Buller the Boers should have asked for news of him by heliograph. The semaphore signaller admitted that the practice has been going on since the opening of the war. He received 700s, as an inducement to begin the signalling, and was afterwards paid 600s per telegram. His guilt was proved by an examination of his account at a branch of the Transvaal National Bank. He was a pure-blooded Englishman, 60 years of age, who had been some years in his post. His wife and five children were unwilling to believe in his guilt, and a distressing scene occurred when he was put on board a warship in the bay and shot. He left his family a fortune of from 5,000l. to 6,000l. all received during three months of espionage. This makes quite a number of telegrams.

SHIPPING REPORTS.

Captain T. Johns, of the steamship *Leeyuen* from Shanghai, reports:—Moderate N.E. winds to Turnabout, from there to Lamook strong N.E. winds and misty rainy weather; thence to port light, variable winds and misty.

Captain Clement, of the steamship *Kwang ping* from Tientsin, reports:—To the 18th, variable, light to moderate N.E. to N.W. winds; 19th, light and variable with lightning and heavy rain; 21st, fresh N.E. rain, squally to calm and light drizzling rain to port.

Captain W. Passmore, of the steamship *Thales*, from Coast Ports, reports:—Taiwanfoot to Amoy strong N.E. breeze, high sea, cloudy and dull. Amoy to Swatow moderate N.E. breeze and sea, cloudy and dull. Swatow to port moderate N.E. breeze and sea, overcast and dull. Vessel left Amoy at 10 a.m., 9th, Wednesday the 21st for Yokohama, where she is due to arrive at noon on Thursday the 22nd inst.

NOTANDA.

CALENDAR.

MARCH.

Meteorological means based on ten years' observations to 1893.

Barometer	30.141
Thermometer	57.3
Humidity	79.0
Rainfall	1.76

TO-DAY.

WEATHER REPORT.

On date at 10 a.m.	On date at 4 p.m.
Barometer	30.09
Thermometer	56.6
Humidity	92
Rainfall	0.01

TO-DAY.

Thursday, 22nd March, 1900.

Chinese—22nd of 2nd moon of 26th year of Kwang-shi.

Sun—Rises	6hr. 4min.
" Sets	6hr. 11min.
High water—Morning	2hr. 10min.
" Afternoon	7hr. 33min.
Low water—Morning	7hr. 33min.
" Afternoon	7hr. 33min.

ANNIVERSARIES.

1797—Emperor William I., of Germany born.

1839—The surrender of Mr. Dent demanded by Commissioner Lin.

1841—The Canton batteries and 100 war junks destroyed by the British.

1850—The Orange Sovereignty separated from Cape Colony.

1879—Church of the Sacred Heart, Hongkong, opened.

1881—The Boers agreed to accept self-government under the suzerainty of Great Britain.

1885—Death at Peking, of Sir Harry Parkes, H.B.M.'s Minister to China.

1897—Seoul-Chemulpo Railway commenced.

1898—French obtained permission to extend concession at Shanghai.

1899—Three Germans attacked at I Choufu, Shantung Province.

TO-MORROW.

Friday, 23rd March, 1900.

Chinese—23rd of 2nd moon of 26th year of Kwang-shi.

Sun—Rises	6hr. 3min.
" Sets	6hr. 11min.
Noon—Max. Temp. 5hr. 40min.	
High water—Morning	1hr. 45min.
" Afternoon	2hr. 55min.
Low water—Morning	5hr. 20min.
" Afternoon	5hr. 15min.

ANNIVERSARIES.

1839—Captain Elliot forced his way to Canton.

1897—Collapse of a building in East Street, Hongkong, 1 man killed, 5 injured.

1898—Sharp skirmish between British and Dermishes near Athar.

1898—Destructive fires at Fenchow and Toko.

AGENDA.

TO-DAY.

Cargo ex *Tama Maru* subject to rent.

Cargo ex *Masilla* subject to rent.

9 p.m.—Mr. Henry Dallas' Company "The Geisha" at the City Hall.

H.K.V.C. ORDERS.

D. Infantry Co., Squad Drill at Head-Quarters.

TO-MORROW.

5.30 p.m.—An extraordinary Meeting of the H. K. C. C. at Pavilion.

C. N. Co's steamer *Kaifong* leaves for Cebu and Iloilo.

Cargo ex *Urua* subject to rent.

9 p.m.—Mr. Henry Dallas' Company "A Run-away Girl" at the City Hall.

H.K.V.C. ORDERS.

5.7 p.m.—E. Engineer Co., Examination of those ranks not yet examined.

5.30 p.m.—F. B. Co., Squad Drill at Head-Quarters.

5.30 p.m.—"A", "B" & "C" Co., Squad Drill at Head-Quarters.

D. Infantry Co., Company Drill at Head-Quarters.

5 p.m.—F. Engineer Co., Company Drill at Head-Quarters.

SATURDAY, 24th.

Noon—17th Ordinary General Meeting of Shareholders of the China and Manila S. S. Co. Ltd., at the Co's Office, No. 9, Praya Central.

(About)—N. P. steamer *Braemar* leaves for Portland, Oregon.

p.m.—Concert in Aid of Indian Famine Fund at Victoria Recreation Club.

N. L. steamer *Ataria* leaves for New York via Sue Canal.

4.15 p.m.—Football for the H. K. F. Challenge Shield, G. Co. V. H. Co. of the Royal Welsh Fusiliers.

9 p.m.—Mr. Henry Dallas' Company "A Run-away" at the City Hall.

Noon—L. C. & N. Co's steamer *Loongking* leaves for the Manila.

MONDAY, 26th.

O. S. Co's steamer *Oreates* leaves for London via Sue Canal.

8.30 for 9 p.m.—Regular Meeting of the Victoria Preceptory and Priory at the Freemasons' Hall.

Cargo ex *Maria Valerie* subject to rent.

5.15 p.m.—Lecture on "The Grip on Colonial Empire" by Mr. J. W. Jones, in the Chamber of Commerce Room, City Hall.

TUESDAY, 27th.

Noon—Extraordinary General Meeting of Shareholders of the Hongkong Land Investment and Agency Co. Ltd.

Noon—Ordinary Half Yearly Meeting of Shareholders of the Hongkong Hotel Co. Ltd.

Neon—P. S. Co's steamer *City of Rio de Janeiro* leaves for San Francisco &c.

C. N. Co's steamer *Shanghai* leaves for Singapore, Samarang and Sourabaya.

Daylight—N. Y. K. steamer *Sado Maru* leaves for Europe via the Straits.

WEDNESDAY, 28th.

Cargo ex *Bentley* subject to rent.

Noon—L. C. & N. Co's steamer *Chelydra* leaves for the Straits.

THURSDAY, 29th.

3 p.m.—22nd Ordinary Annual Meeting of Shareholders of the China Sugar Refining Co. Ltd.

5 p.m.—An Extraordinary General Meeting of the members of the Hongkong Club.

5 for 5.30 p.m.—A Regular Meeting of the Esthen Mark Lodge, No. 264.

SHIPPING AND MAIL NEWS.

MAILS DUE.

German (*Weimar*) to-morrow.

French (*Harar*) 25th inst.

Auction.

PUBLIC AUCTION.

MESSRS. HUGHES & HOUGH have received instructions to sell by PUBLIC AUCTION, TO-MORROW

(FRIDAY), the 23rd day of March, 1900, at 2 P.M., at their Office, in 32 Lots,

THE FOLLOWING VERY VALUABLE LEASEHOLD PROPERTY, viz:—

Lot 1—No. 1, Wyndham Street. Area 2,684 square feet. Term 99 years. Crown Rent, \$12.96.

Lot 2—No. 3, Wyndham Street. Area 4,120 square feet. Term 99 years. Crown Rent, \$66.27. With and subject to a right of way.

Lot 3—No. 1, Wellington Street. Area 1,078 square feet. Term 99 years. Crown Rent, \$16.90. With and subject to a right of way.

Lot 4—No. 3, Wellington Street. Area 793 square feet. Term 99 years. Crown Rent, \$12.28. With and subject to a right of way.

Lot 5—No. 13, Wellington Street. Area 921 square feet. Term 99 years. Crown Rent, \$14.84.

Lot 6—No. 2, D'Aguilar Street. Area 754 square feet. Subject to Proportion of Mortgage \$8,000. Term 99 years. Crown Rent, \$11.64. With and subject to a right of way.

Lot 7—House at Back of No. 2, D'Aguilar Street. Area 466 square feet. Term 99 years. Crown Rent, \$6.97. With and subject to a right of way.

Lot 8—No. 4, D'Aguilar Street. Area 716 square feet. Subject to Proportion of Mortgage \$7,000. Term 99 years. Crown Rent, \$11.03. With and subject to a right of way.

Lot 9—House at back of No. 4, D'Aguilar Street. Area 442 square feet. Term 99 years. Crown Rent, \$6.44. With and subject to a right of way.

Lot 10—No. 6, D'Aguilar Street. Area 716 square feet. Subject to Proportion of Mortgage \$7,000. Term 99 years. Crown Rent, \$11.03. With and subject to a right of way.

Lot 11—House at back of No. 6, D'Aguilar Street. Area 512 square feet. Term 99 years. Crown Rent, \$7.71. With and subject to a right of way.

Lot 12—No. 8, D'Aguilar Street. Area 751 square feet. Subject to Proportion of Mortgage \$7,000. Term 99 years. Crown Rent, \$11.59. With and subject to a right of way.

Lot 13—No. 10, D'Aguilar Street. Area 752 square feet. Subject to Proportion of Mortgage \$7,000. Term 99 years. Crown Rent, \$11.62. With and subject to a right of way.

Lot 14—No. 12, D'Aguilar Street. Area 753 square feet. Subject to Proportion of Mortgage \$7,000. Term 99 years. Crown Rent, \$11.64. With and subject to a right of way.

Lot 15—No. 1, D'Aguilar Street. Subject to an under lease. Area 891 square feet. Term 99 years. Crown Rent \$11.33. With and subject to a right of way.

Lot 16—No. 3, D'Aguilar Street. Subject to an under lease. Area 836 square feet. Term 99 years. Crown Rent \$10.63. With and subject to a right of way.

Lot 17—No. 5, D'Aguilar Street. Area 843 square feet. Term 99 years. Crown Rent \$10.72. With and subject to a right of way.

Lot 18—No. 7, D'Aguilar Street. Area 843 square feet. Term 99 years. Crown Rent \$10.55. With and subject to a right of way.

Lot 19—No. 9, D'Aguilar Street. Area 823 square feet. Subject to Proportion of Mortgage \$7,000. Term 99 years. Crown Rent, \$10.47. With and subject to a right of way.

Lot 20—No. 11, D'Aguilar Street. Area 844 square feet. Subject to Proportion of Mortgage \$7,000. Term 99 years. Crown Rent \$10.35. With and subject to a right of way.

Lot 21—No. 13, D'Aguilar Street. Area 811 square feet. Subject to Proportion of Mortgage \$7,000. Term 99 years. Crown Rent, \$10.31. With and subject to a right of way.

Lot 22—No. 15, D'Aguilar Street. Area 852 square feet. Subject to Proportion of Mortgage \$8,500. Term 99 years. Crown Rent, \$10.84. With and subject to a right of way.

Lot 23—No. 17, Wellington Street. Area 1,358 square feet. Subject to Proportion of Mortgage \$6,000. Term 99 years. Crown Rent, \$17.50. With and subject to a right of way.

Lot 24—No. 19, Wellington Street. Area 1,059 square feet. Subject to Proportion of Mortgage \$5,500. Term 99 years. Crown Rent, \$13.61. With and subject to a right of way.

Lot 25—No. 15, Wellington Street. Area 1,057 square feet. Subject to Proportion of Mortgage \$5,500. Term 99 years. Crown Rent, \$13.57. With and subject to a right of way.

Lot 26—No. 14, Graham Street. Area 791 square feet. Term 99 years. Crown Rent, \$8.57.

Lot 27—No. 16, Graham Street. Area 757 square feet. Term 99 years. Crown Rent, \$8.39.

Lot 28—No. 18, Graham Street. Area 761 square feet. Term 99 years. Crown Rent, \$8.24.

Lot 29—No. 20, Graham Street. Area 753 square feet. Term 99 years. Crown Rent, \$8.15.

Lot 30—No. 22, Graham Street. Area 757 square feet. Term 99 years. Crown Rent, \$8.19.

Lot 31—No. 24, Graham Street. Area 752 square feet. Term 99 years. Crown Rent, \$8.14.

Lot 32—No. 26, Graham Street. Area 779 square feet. Term 99 years. Crown Rent, \$8.43.

Hongkong, 12th March, 1900. [321b]

Masonic.



VICTORIA PRECEPTORY AND PRIORY.

A REGULAR MEETING of the VICTORIA PRECEPTORY will be held at the FREEMASONS' HALL, on MONDAY, the 26th instant, at 8.30 for 9 P.M. precisely. Visiting Sir Knights are cordially invited to attend. Hongkong, 20th March, 1900. [325b]

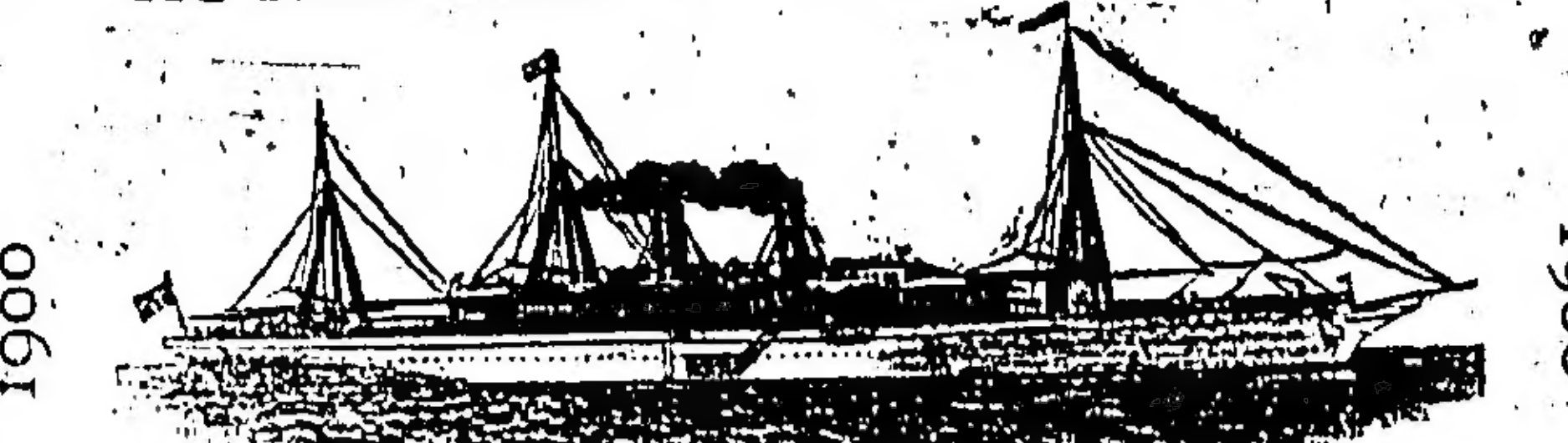


BOTHEN MARK-LODGE, No. 264.

A REGULAR MEETING of the above LODGE will be held at the FREEMASONS' HALL, on THURSDAY, the 29th instant, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 21st March, 1900. [326b]

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 4th April.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 25th April.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 16th May.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. FROVY, General Agent, Hongkong, 14th March, 1900. [3]

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C. AND TACOMA,

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Ulysses [3,337] J. Truebridge | Mar. 31

Sikh [2,747] J. Rowley | April 14

Glenelg [3,750] W. Franks | April 24

Queen of the Lake [2,832] F. McNair | May 5

Also

FOR PORTLAND, OREGON,

IN CONNECTION WITH

OREGON RAILROAD AND NAVIGATION COMPANY.

Braemar [3,601] W. Watt | Mar. 24

Monmouthshire [2,874] W. A. Evans | May 19

Braemar [3,601] W. Watt | June 9

Monmouthshire [2,874] W. A. Evans | Aug. 4

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. DOCTOR AND STEWARDESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY AND CASCADE MOUNTAINS. THE YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information apply to DODWELL & CO., LIMITED, General Agents, Hongkong, 19th March, 1900. [4]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH

THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM

HONGKONG TO SAN DIEGO AND

SAN FRANCISCO,

VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, AND HONOLULU, THE UNITED STATES, &c.

Lady Joyce [3,194] | Mar. 31

Strathgyle [5,023] about | April 14

Carlisle City [3,002] about | April 28

Carmarthenshire [2,929] about | May 12

Belgian King [3,379] about | May 26

Thyra [3,406] about | June 9

THE Steamship

"LADY JOICEY,"

will be despatched for SAN DIEGO and SAN FRANCISCO, VIA KOBE, YOKOHAMA & HONOLULU, on SATURDAY, the 31st instant.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Francisco, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, China and Japan, Hongkong, 16th March, 1900. [328]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"PARAMATTA,"

Captain A. Symons, carrying Her Majesty's Mails, will be despatched from this Port for MARSEILLES and LONDON (DIRECT), on SATURDAY, the 31st instant, at Noon, taking Passengers and Cargo for the above Ports.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. RITCHIE, Superintendent, Hongkong, 17th March, 1900. [5]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu). Thursday, 5th April, at Noon.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu). Tuesday, 1st May, at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu). Wednesday, 23rd May, at Noon.

THE Company's Steamship

"COPTIC,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on THURSDAY, the 5th April, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage, Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent, Hongkong, 17th March, 1900. [5]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

YAWATA MARU NAGASAKI, KOBE and YOKO- SATURDAY, 24th March, at

A. E. Moses HAMA Noon.

SADO MARU MARSEILLES, LONDON & ANT- TUESDAY, 27th March, at

W. Thompson WERP, VIA SINGAPORE, PENANG, Daylight.

MIKAWA MARU SHANGHAI, CHEMULPO and TUESDAY, 27th March, at

M. Takahashi NAGASAKI Daylight.

KAGOSHIMA MARU MOJI, KOBE and YOKOHAMA... TUESDAY, 27th March, at

R. Nunome BOMBAY, VIA SINGAPORE and FRIDAY, 30th March, at

HIROSHIMA MARU COLOMBO Noon.

S. Yoshizawa MANILA, THURSDAY ISLAND, FRIDAY, 30th March, at

FUTAMI MARU TOWNVILLE, BRISBANE, 4 P.M.

J. Thom MARSEILLES, LONDON & ANT- FRIDAY, 13th April, at

KAWACHI MARU WERP, VIA SINGAPORE, PENANG, Daylight.

J. S. Thompson COLOMBO and PORT SAID.

*KINSHU MARU VICTORIA, B.C. and SEATTLE, THURSDAY, 19th April, at

W. Brady U.S.A., VIA SHANGHAI, KOBE and 4 P.M.

YOKOHAMA

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MISHARA, Manager. [6]

Hongkong, 20th March, 1900.

NORDEUTSCHER LLOYD.

(Freight Service.)

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)



HAMBURG-AMERIKA LINIE.

(Freight Service.)

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

ASTORIA NEW YORK. 24th March. Freight.

Hidebrandt (via SUEZ CANAL). About 31st March. Freight.

SAXONIA HAMBURG and HAMBURG. About 31st March. Freight.

Krech (LONDON with transshipment in HAMBURG) About 6th April. Freight and

*HEIDELBERG HAVRE and HAMBURG. About 20th April. Freight and

Zachariae (LONDON with transshipment in HAMBURG) About 20th April. Freight and

SIBIRIA HAVRE and HAMBURG. About 20th April. Freight and

Braun (LONDON with transshipment in HAMBURG) About 20th April. Freight and

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents. [7]

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu). Saturday, 14th April, at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu). Tuesday, 8th May, at Noon.

Consignees.

THE Company's Steamship
"URANO,"
 having arrived, Consignees of Cargo are hereby
 informed that their Goods are being landed at
 their risks into the Godowns of the Hongkong
 and Kowloon Wharf and Godown Company,
 Limited, whence delivery may be obtained.
 This Vessel brings Cargo:—
 From Trieste, ex S.S. *Imperator* transhipped
 at Bombay.
 From Venice, ex S.S. *Carlotta & Massimiliano*
 transhipped at Trieste.
 Optional Cargo will be discharged here unless
 Notice to the contrary be given immediately.
 No Claims will be admitted after the Goods
 have left the Godowns, and all Claims must be
 sent in to the Office of the Undersigned before
 the 23rd instant, or they will not be
 recognized.
 No Fire Insurance has been effected, and any
 Goods remaining in the Godowns after the 23rd
 instant will be subject to rent.
 Bills of Lading will be countersigned by
SANDER, WIELER & Co.,
 Agents.
 Hongkong, 16th March, 1900. [308]

SANDER, WIELER & Co.,
Agents.
Hongkong, 16th March, 1900. [308b

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

**FROM TRIESTE, FIUME, PORT SAID,
ADEN, KARRACHI, BOMBAY,
COLOMBO, PENANG AND
SINGAPORE.**

1. The Steamship

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

This vessel brings Cargo :-

- From Trieste, *ex S.S. Imperator* transhipped at Bombay.
- From Venice, *ex S.S. Carlotta & Maximiliano* transhipped at Trieste.
- From Levante, *ex S.S. Saturna* transhipped at Port Port.

Optional Cargo will be discharged here unless

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undermanned before

Noon on the 26th instant, or they will not be recognised.
No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 26th instant, will be subject to rent.
Bills of Lading will be countersigned by
SANDER, WIELER & Co.,
Agents.
Hongkong, 20th March, 1900. [3495]

NORTHERN PACIFIC STEAMSHIP COMPANY.
NOTICE TO CONSIGNEES.

STEAMSHIP "CITY OF DUBLIN,"
FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE AND MOJI.

Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO., LIMITED,
Agents.
Hongkong, 20th March, 1900. [4]

**INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.**

**"FROM CALCUTTA, PENANG AND
SINGAPORE."**

The Company's Steamship

"CHELYDRA,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon, the 22nd instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 20th March, 1900. (56)

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship
"CITY OF RIO DE JANEIRO."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Counter-signment, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignee's risk and expense.

C. L. GORHAM,
Acting Agent.

~ Hongkong, 21st March, 1900. [

Insurance.

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG

THE Undersigned AGENTS of the above
Company are prepared to accept First
CLASS FOREIGN and CHINESE RISKS at
CURRENT RATES.

SIEMSSSEN & Co.
Hongkong, 28th May, 1895. [95]

To be Let.

TO LET.

"HARFORD." MAGAZINE GAP.

GROUND FLOOR, 52, PERL STREET,
"THE RETREAT."—MOUNT KELLET.
TOP FLOOR, No. 1, DUDELL STREET,
GODOWNS.—Nos. 80s and 82, FRAYS
EAST.

Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 6th March, 1895. [10]

THE Undersigned AGENTS of the above
Company are prepared to accept First
CLASS FOREIGN and CHINESE RISKS at
CURRENT RATES.

SIEMSSSEN & Co.
Hongkong, 28th May, 1895. [95]

To be Let.

TO LET.

"HARFORD." MAGAZINE GAP.

GROUND FLOOR, 52, PERL STREET,
"THE RETREAT."—MOUNT KELLET.
TOP FLOOR, No. 1, DUDELL STREET,
GODOWNS.—Nos. 80s and 82, FRAYS
EAST.

Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 6th March, 1895. [10]

Intimations.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS,
SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES, &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 14th May, 1896. [38]

MITSUBUSAN KAISHA.
No. 6, Ice House Street, Praya Central.

Head Office—TOKIO.
Branch Offices—
LONDON, NEW YORK, BOMBAY,
SINGAPORE, SHANGHAI, TIENTSIN,
NEWCHANG and all Ports in JAPAN.
Agents for—

Mitsui Coal Mines.
Kanada Coal Mines.
Hokoku Coal Mines.
Yoshinomiya Coal Mines.
Onoura Coal Mines.
No. 1, Ohtsui Coal Mines.
Ichimura Coal Mines.
Kishima Coal Mines.
Yoshio Coal Mines.
Yamano Coal Mines.
Manoura Coal Mines.
The Osaka Shosen Kaisha, Ltd.
Tokio Marine Insurance Co., Limited.
Meiji Fire Insurance Co., Limited.
Kagawachi Cotton Spinning Mills.
Shanghai Cotton Spinning Mills.
Tokio Cotton Spinning Mills.
Mitsui Cotton Spinning Mills.
Imperial Government Paper Mills.
Onoda Cement Company.


MITSUBUSAN KAISHA,
M. FUJISE,
Manager.
Hongkong, 11th December, 1899. [33]

NOTICE.

THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.

JEYES FLUID
THE BEST
DISINFECTANT
AVOID ALL RISK OF OUTBREAK BY
ITS USE.
W. G. HUMPHREYS & Co.,
Bank Buildings.
Hongkong, 9th March, 1897. [37]

RIGAUD'S
White Violet
EXTRACT
This fugative and
delicate perfume is
persistent as an
Extract for the
handkerchief
while as a
Soap and
Powder,
it has been
adopted by
the most re-
fined French
Society.



RIGAUD & Co.
10,000
White Violet
equal each bottle of
Rigaud's Extract
PARIS

WANTED.

A COPY of the Local "HANSARD" 1891-2.
Address—
J. F. F.
Office of This Paper.
Hongkong, 10th March, 1900.

MEE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN
ICE-HOUSE ROAD.

IS now in a position, in his New and Com-
modious Premises, to eclipse, as heretofore,
ALL PHOTOGRAPHIC ART PRACTICED
in the Colony or in any part of the Far East.
GROUPS AND VIEWS
a specialty.
Hongkong, 22nd September 1898. [40]

SIEN TING,
SURGEON DENTIST,
No. 10, DAGUILLAR STREET.
TERMS VERY MODERATE.
Consultation free.
Hongkong, 27th September, 1898. [39]

NOTICE.

NOT RESPONSIBLE FOR DEBTS.
Neither the CAPTAINS, the AGENTS, nor the
OWNERS will be RESPONSIBLE for any
DEBT contracted by the Officers or the Crews
of the following Vessels during their stay in
Hongkong Harbours:
ANAKOON, APCAR, Brit. str., E. Fay.—David
Jackson, Sons & Co.

The Share Market.

LATEST QUOTATIONS.

(March 22nd.)

Companies.	Paid up Capital.	Latest quotation.
Banks.		
Hongkong & Shanghai Banking Corporation	\$125	318 1/2 premium
The Bank of China & Japan, Limited—(Preference)	£ 5	Nominal
The Bank of China & Japan, Limited—(Ordinary)	£ 4	£1 buyers
The Bank of China & Japan, Limited—(Deferred)	£ 1	£5 1/2 buyers
National Bank of China, Ltd.	£ 8	\$25
Do. Founders	£ 1	\$20
Marine Insurances.		
Union Ins. Society of Canton, Ltd.	\$ 50	\$23 1/2
China Traders' Ins. Co., Ltd.	\$ 25	\$54
North China Ins. Co., Ltd.	£ 25	Tls. 180
Yangtze Ins. Assoc. Ltd.	\$ 60	\$130
Canton Ins. Office, Ltd.	\$ 10	\$130
Straits Ins. Co., Ltd.	\$ 20	\$1
Fire Insurances.		
Hongkong Fire Ins. Co., Ltd.	\$ 50	\$300
China Fire Ins. Co., Ltd.	\$ 20	\$80
Shipping.		
Hongkong, Canton, & Macao Steamboat Co., Limited	\$ 15	\$30
Indo-China Steam Navigation Co., Ltd.	£ 10	\$91
China & Manila S.S. Co., Ltd.	\$ 50	\$118
Douglas Steamship Co., Ltd.	\$ 50	\$51
China Mutual S. N. Co., Ltd.—(Pref.)	£ 10	£10.10 buyers
China Mutual S. N. Co., Ltd.—(Ord.)	£ 10	£10.10
China Mutual S. N. Co., Ltd.—(Ord.)	£ 5	£5
Star Ferry Co., Ltd.	£ 10	\$184
"Shell" Transport & Trading Co., Ltd.	£ 100	£260
Refineries.		
China Sugar Refining Co., Ltd.	\$ 100	\$135
Luxon Sugar Refining Co., Ltd.	\$ 100	\$47
Mining.		
Panjin Mining Co., Ltd.	\$ 7	\$8.10
Panjin Mining Preference Shares	\$ 1	\$14.00
Société Française des Charbonnages du Tonkin	Fcs. 250	\$350
Queen Mines, Ltd.	25 cts.	\$0.25
Jebeub Mining and Trading Co., Ltd.	\$ 5	\$124
Raub Allion Gold Mining Co., Ltd.	15s. 10d.	\$60
Oliver's Freehold Mines, Ltd.	\$ 5	\$6
Oliver's Freehold Mines, Ltd.	\$ 4 1/2	\$5
Great Eastern & Caledonian Gold Mining Co., Ltd.	\$ 5	\$0.80
Do. (Preference)	\$ 7	\$0.40
Docks, Wharves and Godowns.		
Hongkong & Whampoa Dock Co., Ltd.	\$ 125	51 1/2 premium
Hongkong and Kowloon Wharf & Godown Co., Ltd.	\$ 50	\$83
Wanchai Warehouse & Storage Co., Ltd.	\$ 37 1/2	\$206
New Amoy Dock Co., Ltd.	\$ 64	\$240
Land, Hotels and Buildings.		
China Provident Loan & Mortgage Co., Ltd.	\$ 10	\$9.40
Hongkong Land Investment & Agency Co., Ltd.	\$ 50	\$126
Kowloon Land and Building Co., Ltd.	\$ 30	\$26
West Point Building Co., Ltd.	\$ 30	\$49
Hongkong Hotel Co., Ltd.	\$ 30	\$128
Humphreys' Estate & Finance Co., Ltd.	\$ 10	\$94
Cotton Mills.		
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd.	Tls. 100	Tls. 70
Ewo Cotton Spinning & W. Co., Ltd.	Tls. 100	Tls. 70
International Cotton Mill Co., Ltd.	Tls. 100	Tls. 70
Luen Kwai-mow Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 71
Soy Chee Cotton Spinning Co., Ltd.	Tls. 500	Tls. 385
Yahloong Cotton Spinning Co., Ltd.	Tls. 100	Tls. 57
Miscellaneous.		
Green Island Cement Co., Ltd.	\$ 10	\$30
China Doreo Co., Ltd.	\$ 15	\$17
A. S. Watson & Co., Limited	\$ 10	\$16 1/2
Watkins, Limited	\$ 10	\$11
Hongkong Electric Co., Limited	\$ 10	\$12.75
Hongkong Electric Co., Limited	\$ 2	\$2.25
Hongkong and China Gas Co., Ltd.	\$ 2	\$135
Hongkong Rope Manufacturing Co., Ltd.	\$ 50	\$330
Geo. Fenwick & Co., Ltd.	\$ 25	\$48
H'kong Ice Co., Ltd.	\$ 25	\$165
H'kong High-Level Tramway Co., Ltd.	\$ 100	\$160
Dairy Farm Co., Ltd.	\$ 6	\$6
Hongkong and China Bakery Co., Ltd.	\$ 50	\$50 buyers
Campbell, Moore and Co., Ltd.	\$ 10	\$16
Bell's Asbestos East-ern Agency, Ltd.	£ 1	£1 nominal
United Asbestos Oriental Agency, Ltd.	\$ 4	\$5 1/2
United Asbestos Oriental Agency, Ltd.	\$ 10	\$10
Chamichael & Co., Ltd.	\$ 20	\$8
Tebrau Planting Co., Ltd.	\$ 5	\$5
Tebrau Planting Co., Ltd.	\$ 4	\$4

BENJAMIN, KELLY & POTTS,
Share Brokers.

Telegraph Address—"Rialto."
Telephone No. 146.

VISITORS AT THE HONGKONG HOTEL.

Aitken, Mr. J. H. Lathrop, Mr. B. Leggett, Mr. E. C. Angus, Mr. J. N. O. Levy, Mr. L. A. Bailey, Mr. W. S. Libby, Mr. J. M. Barber, Mr. M. E. Macmillan, Mr. R. J. Barlow, Mr. B. J. Marsh, Mr. Alex. Bishop, Mr. J. M. Mayston, Mr. J. V. McLeod, Mr. & Mrs. E. McMorris, Mr. B. K. Meissel, Capt. Messer, Mr. T. S. Black, Mr. A. A. Black, Mr. F. W. Black, Mr. S. Blackburn, Com. R. N. Blake, Mr. & Mrs. Broomer, Mr. A. R. Brooks, Mr. R. G. Brown, Mr. W. H. Bruce, Mr. J. H. Bruhn, Mr. J. B. Bure, Mr. L. G. Burgdoff, Mr. T. F. Byron, Mr. J. C. Carter, Mr. H. B. Clark, Dr. and Mrs. F. Clarke, Mr. A. F. Clarke, Mr. H. A. Cohen, Mr. E. E. Conell, Mr. E. G. Dallas, Mr. & Mrs. Hy. Damney, Mr. P. Dawson, Comdr. and Mrs. P. Dwyer, Mr. P. C. Denroche, Mr. P. C. Drumm, Miss Fairchild, Mr. D. F. Feron, Mr. Marques Folles, Mr. G. E. Frisbie, Mr. G. E. Geric, Mr. J. G. Gladston, Mr. J. Glenn, Miss Glover, Mrs. G. Goddard, Capt. Griffin, Major Groves, Mrs. and maid Hall, Mr. E. B. Hall, Mr. R. J. Hamersley, Mr. B. F. Henderson, Mr. & Mrs. Henderson, Miss Hosking, Mr. B. Howard, Mr. T. Hudson, Mr. E. P. Hunter, Mr. J. G. Jenkins, Mr. J. H. Jeffries, Major & Mrs. Joseph, Mr. and Mrs. E. S. Katsch, Mr. E. A. Kiene, Mr. L. Kinghorn, Mr. Klemenow, Mr. S. Lambie, Mrs. J. E. Laro, Mr. F. B. Bantle, Mr. Andrew Brynne, Mr. H. F. R. Brown, Colonel Corbuck, Capt. Van Bure, Mr. P. B. Curie, Mr. Arthur Carrington, Sir John W. Clarke, Capt. and Mrs. A. C. Dan, Mr. G. H. Dow, Mr. P. F. Dronze, Mr. F. J. Haver Ezekiel, Mr. F. J. Forbes, Mr. A. Fraser, Lt.-Col. A. R. Gompertz, Mr. H. H. Gorges, Colonel E. H. Graham, Mr. D. M. Green, Mr. F. Gros, Mr. Edward F. Hays, Mr. J. Hendchop, Mr. Ingham, Mr. Chantrey John, Major G. R. St. Lee, Mr. J. E. Martin, Mr. R. O'Gorman, Lt.-Col. The O'Gorman, Madame Pryne, Com. H. V. Reilly, Major C. W. Ryan, Colonel Sinclair, Mr. A. G. Stokes, Mr. A. P. Stokes, Mr. A. P. Thomson, Mr. O. D. Wardwell, Misses (2) Wardwell, Miss Wheeler, Mr. G. H. Johnson, Rev. F. T. Johnston, Mr. R. F. Volpicelli, Consul Flynn, R. N. Rev. F. Volpicelli, Madame

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EXCHANGE.

Hongkong, 22nd March.
UN LONDON, Telegraphic Transfer 1/11 1/2
Bank Bills, on demand 1/11 1/2
Cred. 1 month's sight 1/11 1/2
ON BERLIN (demand) M. 200
ON PARIS, Bank Bills, on demand 2/6
Cred. 1 month's sight 2/50
ON NEW YORK, Bank Bills, on demand 47 1/2
Cred. 30 days' sight 48 1/2
ON BOMBAY, Telegraphic Transfer 145 1/2
ON SHANGHAI, Telegraphic Transfer 149 1/2
Private, 30 days' sight 7 1/2
ON YOKOHAMA, T.T. 3 1/2 per cent. prem.
Sovereigns, Bank's Buying Rate 51.20
Gold Leaf too touch, per tael 53.20
Bar Silver 27 1/16
Dollars 2 1/2 per cent. prem.

OPIUM QUOTATIONS.

Hongkong, 22nd March.
New Patna 1025 per chest
Old Benares 1025
New Malwa 920
Old Malwa 920
Persian, Oily, cash 225
Persian, paper tied 280

VESSELS IN PORT.

Steamers.
ANAPA, British steamer, 2,251, G. Williamson, 15th Mar.—Barr 31st Feb., Coal—Doddwell & Co., Ltd.
BELLEROPHON, British steamer, 7,312, Lyons, 21st Mar.—Singapore 14th Mar., General—Butterfield & Swire.
BENLEI, British steamer, 1,878, R. Farquhar, 20th Mar.—London 27th Jan., and Singapore 13th Mar., General—Gibb, Livingston & Co.
BRAEMAR, British steamer, 2,316, W. Watt, 12th Mar.—Moj 6th Mar., Coal—Doddwell & Co., Ltd.
CATHAY, Danish steamer, 2,648, C. Jensen, 19th Mar.—Moran 9th Mar., Coal—Melchers & Co.
CHELVADA, British steamer, 1,567, J. T. Davies, 20th Mar.—Calcutta 21st Mar., Penang and Singapore 13th Mar., General—Jardine, Matheson & Co.
CHINA, German steamer, 1,275, E. Schipper, 17th Mar.—Java 6th Mar., Sugar—Siemens & Co.
CITY OF DUBLIN, British steamer, 2,154, James R. Rae, 20th Mar.—Tacoma 18th Feb., General—Doddwell & Co., Ltd.
CITY OF RIO DE JANEIRO, American steamer, 2,275, Wm. Ward, 20th Mar.—San Francisco 17th Feb., and Shanghai 17th Mar., Mails and General—P. M. S. Co.
DEUTEROS, German steamer, 1,001, E. Petersen, 20th Mar.—Saigon 16th Mar., Rice—Siemens & Co.

DEVANONGSE, British steamer, 1,057, Richard Curtis, 18th Mar.—Bangkok 8th Mar., Koh-si-chang 9th and Swatow 17th, General—Yuen Fat Hong.
EMMA LUYKEN, German steamer, 1,185, C. Wallis, 9th Mar.—Moj 4th Mar., Coal—E. Trading Co.
EMPEROR OF CHINA, British steamer, 3,003, R. Archibald, R.N.R., 21st Mar.—Vancouver, B.C. 27th Feb., and Shanghai 18th Mar., Mails and General—C. P. R. Co.
ESMERALDA, British steamer, 966, A. Ramsay, 18th Mar.—Hilo 14th Mar., Sapan Wood and Sugar—Shewan, Tomes & Co.
HOLSTEIN, German steamer, 985, C. Ipland, 21st Mar.—Saigon 16th Mar., Rice—Jensen & Co.
JACOB DIEDERICHSEN, German steamer, 632, J. Bruhn, 17th March.—Haiphong and Hoihow 16th Mar., Rice—Jensen & Co.
JASON, British steamer, 1,330, W. Lycett, 18th Mar.—Singapore 11th Mar., General—Butterfield & Swire.
KAIFONG, British steamer, 999, Lavers, 22nd Jan.—Chinkiang 18th Jan., General—Butterfield & Swire.
KENMORE, British steamer, 2,412, Alex. Ellis, 9th Mar.—New York 27th Dec., and Manila 6th Mar., General—Doddwell & Co., Ltd.
KONG BENG, British steamer, 862, R. Wetherell, 18th Mar.—Bangkok 6th Mar., and Koh-si-chang 11th, Rice and General—Yuen Fat Hong.
LOONGSANG, British steamer, 1,092, T. S. Weigall, 20th Mar.—Manila 17th Mar., General—Jardine, Matheson & Co.
MELPOMENE, Austrian steamer, 1,857, Sabadini, 11th Mar.—Trieste via Suez 12th Jan., and Singapore 4th Mar., General—Sander, Wieler & Co.
ORMAZAN, British steamer, 2,056, F. Walker, 15th Mar.—Moj 9th Mar., Coal—Arnhold, Karberg & Co.
PEIYANG, German steamer, 953, R. Köhler, 4th Mar.—Saigon 13th Mar., Rice and Rice—four—A. R. Hartig.
PRONTO, German steamer, 632, H. Grandt, 19th Mar.—Manila 16th Mar., Ballast—Siemens & Co.
PROFOTIS, British str., 1,390, W. Mackay, 25th Feb.—Saigon 20th Feb., Rice—Heung Sing Steamship Co.
QUEEN ADELAIDE, British steamer, 1,835, F. M. Nair, 16th Mar.—Saigon 11th Mar., Rice—Doddwell & Co., Ltd.
SAVOIA, German steamer, 1,622, Jager, 20th Mar.—Shanghai 16th March, General—Carlowitz & Co.
SIBIRIA, German steamer, 2,500, F. Brann, 21st Mar.—Hamburg and Singapore 14th Mar., General—Siemens & Co.
TAMUJI MARU, Japanese steamer, 1,016, K. Sobajima, 21st Mar.—Amoy and Swatow 20th March, General—Mitsui Bussan Kaisha.
TOYO MARU, Japanese steamer, 1,548, K. Sakai, 21st Mar.—Saigon 16th Mar., Rice and Rice—four—Doddwell & Co., Ltd.
VICTORIA, American steamer, 1,992, John Pantony, 29th Jan.—Manila 26th January, Ballast—Doddwell & Co., Ltd.

Sailing Vessels.

EVIE J. RAY, American bark, 919, Kaslen, 11th Mar.—Singapore 22nd Dec., Timber—Sander, Wieler & Co.
JOHN CURRIER, American ship, 1,838, Lawrence, 11th Mar.—New York 14th Sept., Kerosine—Standard Oil Co.
MOBILE BAY, British bark, 1,117, James A. Boyd, 18th Mar.—Hongkong 6th Mar., Coal—Jardine, Matheson & Co.
TRAFALGAR, British 4-masted bark, 1,616, M. S. Wright, 26th Dec.—Hongkong 15th Dec., Ballast—Sander, Wieler & Co.
VALE OF DOON, British bark, 789, Petersen, 21st Mar.—Rajang 25th Feb., Timber—Order.
WARATAH, British schooner, 25, Haynes, 23rd Sept.—Takow 15th Sept., Ballast—Mr. F. W. Hall.

HER BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, March 22nd, 1900.
Alacrity, dispatch-vessel, 1,700 tons, 10 6-pdr. guns, 3,000 h.p., Commander A. H. Smith-Doreen, Hongkong.
Algerine, sloop, 1,030 tons, 6 guns, 1,100 h.p., Comdr. E. J. W. Slade, Hongkong.
Aurora, British cruiser, 5,600 tons, Capt. E. H. Bayly, Hongkong.
Barfleur, 1st class battleship, 13,000 tons, 14 guns, 13,163 h.p., Captain Hon. S. C. J. Colville, C.B., Wei-hai-wei.
Bonaventure, 2nd class cruiser, 4,300 tons, 18 guns, 9,000 h.p., Capt. R. H. J. Montagu, G.B., R.N., Hongkong.
Bright, British cruiser, 1,770 tons, 6 guns, 5,600 h.p., Capt. K. B. S. Wrey, Shanghai.
Centurion, British flagship, 10,500 tons, 14 guns, 9,000 h.p., Capt. J. R. Jellicoe, Hongkong.
Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p., Comdr. C. Wainwright-Ingram, Hankow.
Endymion, British cruiser, 7,350 tons, Capt. G. A. Callaghan, Wei-hai-wei.
Essex, coast defence gunboat, 363 tons, 3 guns, 200 h.p., Lieut.-Comdr. C. Chadwick, Ichang.
Fame, twin screw, torpedo-boat destroyer, 360 tons, 400 h.p., Lieut.-Com. W. J. Keyes, Hongkong.
Firebrand, 3rd class gunboat, 455 tons, 4 guns, 300 h.p., Hongkong.
Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Hongkong.
Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Hongkong.
Hermione, British cruiser, 4,300 tons, Capt. R. S. D. Cumming, Shanghai.
Humbly, storeship, 1,640 tons, 800 h.p., Com. H. Davidson, Hongkong.
Iphigenia, 2nd class cruiser, 3,600 tons, 8 guns, 7,000 h.p., Capt. H. N. Dudding, Singapore.
Linnet, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 h.p., Commander W. W. Smythe, Wuchow.
Orlando, British cruiser, 5,600 tons, Capt. J. H. Burke, Manila.
Peacock, 1st class gunboat, 775 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. S. G. Douglas, Shanghai.
Phaenix, British gunboat, 1,015 tons, Comdr. Cochran, Hongkong.
Pigmy, 1st class gunboat, 750 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. J. F. E. Green, Hongkong.
Plover, 1st class gunboat, 453 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. C. V. de M. Cowper, Manila.
Redpoll, British gunboat, 805 tons, Capt. F. F. Haworth, Booth, Shanghai.
Sandalwood, British river gunboat, 2 guns, Lt.-Comdr. Carr, on the West River.
Swift, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 h.p., Hongkong.
Tamar, receiving ship, 4,600 tons, Comdr. Powell, Hongkong.
Twisted, coast defence gunboat, 363 tons, 3 guns, 200 h.p., Lieut.-Comdr. H. E. Hillman, on the West River.
Undaunted, 1st class cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. A. C. Clarke, a cruiser.
Victoria, British battleship, 14,900 tons, 32 guns, 12,000 h.p., Captain A. Schomberg, a cruiser.
Walrus, surveying vessel, 620 tons, Com-mander W. P. Dawson, Hongkong.

Waiting, twin screw, torpedo-boat destroyer, 360 tons, 400 h.p., Lieut.-Comdr. E. Kelly, Hongkong.
Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 h.p., Hongkong.
Woodcock, British gunboat, 2 guns, 560 h.p., Lieut.-Comdr. Watson, on the Yangtze.
Woodlark, British gunboat, 2 guns, 550 h.p., Lt.-Comdr. R. A. Norton, on the Yangtze.
Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.
Hai Tien, Chinese cruiser, 7,430 tons, Capt. R. S. Len, Hongkong.
Liberal, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Hongkong.
Presidente Sarmiento, Argentine cruiser, 2,850 tons, Capt. Belbeider, Manila.
Kalkyrien, Danish steamer, 3,000 tons, Prince Valdemar, Shanghai.
Zenta, Austrian cruiser, 2,500 tons, Captain Edward Thomann von Montalmar, Swatow.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakovlev, at Nagasaki.
Albatross, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Elksky, at Nagasaki.
Bobak, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, at Nagasaki.
Dimitri Donskoi, Russian armoured cruiser, 5,993 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Nagasaki.
Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikoff, at Nagasaki.
Gremiashevsk, Russian armoured cruiser, 1,492 tons, twin screw, 12 guns, 2,000 h.p., Capt. Mikhashevsk, at Nagasaki.
Koreysk, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Sillmann, at Nagasaki.
Mandour, Russian cruiser, 1,813 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakovlev, at Nagasaki.
Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Capt. Yenish, at Nagasaki.
Narynsk, Russian cruiser, 1,333 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.
Olshansk, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Coplanoff, at Nagasaki.
Rostin, Russian armoured cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domoloff, at Nagasaki.
Rozhynsk, Russian cruiser, 1,330 tons, Capt. Komaroff, Manila.
Rurik, Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Nagasaki.
Silutsk, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Nagasaki.
Sissoi Veliky, Russian battleship, 10,000 tons, 14 guns, 8,500 h.p., Capt. Mollas, at Nagasaki.
Stevak, Russian gunboat, 950 tons, twin screw, 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.
Vladimir Monomach, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Nagasaki.
Vorosh, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Melchousky, at Nagasaki.
Vradnik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulja, at Nagasaki.
Zabinka, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkurff, at Nagasaki.
(1st and 2nd class.)
Forst, Russian torpedo-boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Janichich, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
Nargen, Russian torpedo boat, 85 tons, 4 guns, 2,900 h.p., 22 knots.
Novorossisk, Russian torpedo boat, 87 tons, 4 guns, 2,900 h.p., 22 knots.
Podoromsk, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Stisk, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Skorpion, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sochinsk, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
Steriad, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Strass, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sungurt, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 21 knots.

RUSSIAN TORPEDO FLOTILLA (SEA GOING).

Borgo, 1st class torpedo boat, 81 tons, 1 gun, 200 h.p., 1,100 h.p., speed 21 knots.
Revel, 1st class, Russian torpedo boat, 95 tons, 3 guns, 200 h.p., 780 h.p., speed 22 knots.
Usturi, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.
† Flagship of Vice-Admiral Alexeff.